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REMARKS

Minor corrections have been made to the specification. Claims 1, 3 and 5 have been amended. Claim 6 has been added. Claims 1-6 remain pending. Reconsideration and reexamination of the application, as amended, are requested.

Basis for the amendments to claims 1 and 5 is found at least at page 2, lines 18-24 of the specification. Basis for new claim 6 is found at page 6, lines 4-8.

The Examiner objected to claim 3 because of an informality. The informality has been corrected.

The Examiner rejected claims 1, 3 and 5 under 35 USC 103(a) as being obvious on consideration of Arai (US 4,662,467) in view of Roethlisberger (US 4,057,120). The Examiner rejected claims 1 and 5 under 35 USC 103(a) as being obvious on consideration of Arai in view of Cassesse (US 4,811,970). The Examiner rejected claims 2 and 4 as being obvious on consideration of Arai in view of Roethlisberger in view of Mikasa (US 6,612,593).

Arai discloses a frame for a vehicle. The vehicle frame has an upper pipe frame 11 and a lower pipe frame 12. The upper pipe frame 11 has a curved portion 11a extending forwardly from a substantially intermediate portion and curved with a large curvature. A downward portion 11b extends obliquely downwardly from the front portion of the curved portion 11a. A rear portion 11c extends rearwardly from the rear portion of the curved portion 11a. Upper pipe frame 11 is continuous. Lower pipe frame 12 has a front extension 12a extending longitudinally and an upstanding portion 12c extending vertically from the rear end of the front extension 12a through a bent portion 12b. Lower pipe frame 12 is continuous. The upper and lower pipe frames are attached to one another to form a space surrounded by the upper and lower pipe frames. A subframe 42 has an extension 42a extending substantially parallel to the front extension 12a of lower pipe frame 12. Pipe frame 42 also has an inclined portion 42b extending obliquely downwardly from the rear end of extension 42a to be welded to 12a. Extension 42a is welded to 11b. Downward portion 11b, extension 42a, inclined portion

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42b, and front extension 12a form a trapezoid within the space enclosed by upper and lower pipe frames 11, 12. Two upper arm supporting areas and two lower arm supporting areas are provided on extension 42a and front extension 12a, respectively, for supporting a wheel.

Roethlisberger discloses front wheel drive arrangement for a vehicle. A spring tower 18 has an inverted L-shape with one leg extending substantially vertically from the frame so that the other leg can provide a seat for a shock absorber and coil spring.

Cassesse discloses a front frame for a motor vehicle. As shown in Fig. 3, an arm 24 extends upwardly from plate 9 which is a part of the frame of the vehicle. An arm 11 having an L-shape has an arm section 11b also extending vertically upwardly. A threaded rod 26 traverses between arm section 11b and arm 24 to provide an upward connection for a shock absorber.

Mikasa discloses a sub-frame 10 which is die-cast from an aluminum alloy.

The frame of claim 1 requires a first coupling member between two upper arm supporting areas. It also requires a second coupling member to have a substantially inverted V-shape and extend above the first coupling member such that it is disposed between and coupling together the two upper arm supporting arm areas. In this way, the first and second coupling members form a substantially triangular structure thereby enhancing rigidity of the frame body. The second coupling member has a shock absorber supporting portion positioned at or near an apex portion of the second coupling member.

The frame of claim 5 requires first coupling means for coupling together the two upper arm supporting members and second coupling means for coupling together the two upper arm supporting areas. The second coupling means has a substantially inverted V-shape and extends above the first coupling means. In this way, the first and second coupling means form a substantially triangular truss structure thereby enhancing rigidity of the frame.

With respect to the rejections of claims 1 and 5, there is no teaching or motivation to change the design of Arai on consideration of either Roethlisberger or Cassesse to take, for example, the L-shaped tower 18 of Roethlisberger or the vertically extending legs 24 and 11b of Cassesse, to form first and second coupling members or first or second

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coupling means such that the second coupling member or second coupling means has a substantially inverted V-shape thereby forming a substantially triangular truss structure with the first coupling member or first coupling means. The L-shape or substantially vertically rising legs of the references do not teach or point to an inverted V-shape resulting in a substantially triangular truss structure. Claims 1 and 5 and the claims which depend from them do not follow from a consideration of the references as presented by the Examiner in the rejections. The claims are non-obvious and patentable.

Claim 3 further requires a joint for connecting the upper main member on or near the apex portion of the second coupling member. There is no disclosure in the references of such joint at such location. More particularly, the references do not disclose or teach such apex portion location.

Claims 2 and 4 are likewise patentable since there is no teaching of the listed elements for the integrally formed die casting.

In view of the above, it is submitted that the application is in condition for allowance. Reconsideration and reexamination are requested. Allowance of claims 1-5 at an early date is solicited. Any questions regarding this communication can be directed to the undersigned attorney, Curtis B. Hamre, Reg. No. 29,165 at (612) 455-3802.



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Respectfully submitted,

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By:

A handwritten signature in black ink that reads "Curtis B. Hamre".

Curtis B. Hamre
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CBH/lad